

KINGDOM OF THE NETHERLANDS - SPECIAL REQUIREMENTS

(ISSUE 2)

(December 10, 1980)

1. INTRODUCTION.

a. The special requirements associated with the agreement on the reciprocal validation of export certificates of airworthiness of May 22, 1956, based on the Exchange of Notes between the United States and the Kingdom of the Netherlands of September 19 and November 14, 1955, are prescribed in this document. These requirements are effective from the 1st of July, 1967. Issue 2 is effective from the 1st of July, 1969. The requirements specified in this document apply only to aircraft exported to the Netherlands, and not to those exported to Surinam.

2. GENERAL.

a. The aircraft, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be eligible for certification in the "standard" classification. This excludes "restricted," "limited," and "experimental" aircraft, except on an individual basis after referral to the Netherlands Department of Civil Aviation, Rijks Luchtvaart Dienst (RLD+).

b. Aircraft with a certification basis older than March 5, 1952, and being of a type which had no Netherlands airworthiness approval during the last six years, are excluded from import to the Netherlands, except on an individual basis after referral to the RLD.

c. Without prejudice to the foregoing, aircraft types, the United States Export Certificates of Airworthiness of which were validated already by the RLD, may continue to be imported on a similar basis to that agreed for previous aircraft of the identical type. An aircraft is considered of an identical type if the changes are none or only minor and do not reduce previously accepted airworthiness standards. The types of aircraft referred above are specified under paragraph 5.

d. For each used aircraft the RLD will, after inspection of the aircraft, establish, on the basis of their findings and on the basis of the maintenance records of the aircraft, the phase in the RLD approved maintenance schedule from which this schedule must be followed and the additional maintenance to be performed for this phase of the maintenance schedule.

+) Address: Rijksluchtvaartdienst
 Directie Luchtvaartinspectie
 Postbus 7555
 1117 ZH Schipol Telephone No.: 020-5163260
 The Netherlands

3. DOCUMENTS AND DATA REQUIRED. The application for the issue or validation of a certificate of airworthiness shall be accompanied by the following documents and data:

a. For the first aircraft of a specific make and model being imported:

(1) The design and test data specified in Annex A.

NOTE: Annex A is available from the RLD(+).

(2) The certificate of airworthiness issued or renewed within a period of 60 days immediately preceding the date of the application for validation of that certificate or the issue of a new certification of airworthiness.

(3) A statement specifying the applicable airworthiness requirements and indicating that these requirements were complied with.

(4) The manufacturer's specification and, if available, a type specification issued by the contracting state, containing basic data concerning performance, dimensions, weights, and required equipment.

(5) The weight and balance report, including equipment list, showing all removable items of equipment that are included in the empty weight.

(6) The aircraft flight manual, approved by the contracting state, issued in the English language.

(7) The manufacturer's maintenance manual, containing at least the following information:

- (a) Engineering description of the aircraft.
- (b) Instructions for ground handling.
- (c) Assembly and disassembly instructions for the various aircraft parts and assemblies.
- (d) Description of the powerplants, propellers, and the various systems.
- (e) Maintenance, repair and overhaul instructions and the associated inspection items and schedule.

(8) Aircraft, engine, and propeller parts lists.

(9) For used aircraft, the historical records, such as aircraft and engine logbooks and records regarding maintenance, repairs, modifications, mandatory service bulletins, and airworthiness directives.

b. For subsequent import aircraft, to the same make and model as under 1.a.

(1) The documents and data listed under a(2), a(4), a(5), a(6), and a(9) unless documentation submitted previously is also applicable to the individual concerned.

(2) A list of deviations from the first aircraft. If the applicant is unable to provide such a list, additional data may be required to enable the RLD to determine the deviations.

4. TECHNICAL REQUIREMENTS.

a. Special conditions of a particular nature. The aircraft shall, to the extent deemed essential by the RLD, comply with such additional requirements as may be specified in writing. These additional requirements will be prescribed if the aircraft has special features or characteristics the safety of which has not been guaranteed adequately by the existing requirements.

b. Special conditions of a general nature. The special conditions of a general nature are listed in Annex B.

NOTE: Annex B is available from the RLD(+).

c. Subsonic jet aircraft, other than aircraft which require a runway with no stopway or clearway of length 600 m or less at maximum certificated weights for airworthiness, which do not comply with Noise Standards at least as severe as the provisions of Chapter 2, paragraph 2.2 through paragraph 2.6 of Annex 16, including the Amendments I and II, to the Convention on International Civil Aviation first issue, dated August 1971, are excluded from import to the Netherlands, except on an individual basis after referral to the RLD.

d. Propeller-driven aircraft of maximum certificated takeoff weight not exceeding 5700 kg, which do not comply with Noise Standards at least as severe as the provisions of Chapter 3, paragraph 3.2 through paragraph 3.4 of Annex 16, including the Amendments I and II, to the Convention on International Civil Aviation, first issue, dated August 1971, are excluded from import to the Netherlands, except that aircraft:

(1) With a certification basis older than January 1, 1976, and being of a type which had no Netherlands airworthiness approval before January 1, 1978, are excluded from import to the Netherlands on or after that date;

(2) With a certification basis older than January 1, 1976, and being of a type which had a Netherlands airworthiness approval before January 1, 1978, are excluded from import to the Netherlands on or after January 1, 1980, and except on an individual basis after referral to the RLD.

TABLE I

Manufacturer	Model	Manufacturer	Model
<u>G. AUGUSTA - BELL</u>	AB.206A	<u>ERCOUPE</u>	415-D
<u>BEECH</u>	D18S 23 65 65-80 65-90 95-A55	<u>FAIRCHILD</u> <u>GRUMMAN</u>	24R 46 A AGCAT G 164 A P&W R 985-An-I (450 hp) Ham. Std. 6101- A-12
<u>BELL</u>	47G 47G-2A-1 47J 47J-2A	<u>N.A. AVIATION</u> <u>HUGHES</u>	AT-6 269B
<u>BOEING</u>	707-355C	<u>LOCKHEED</u>	L-188C L-1049G
<u>CESSNA</u>	150C 150E 150F 150G 172 172A 172B 172E 172F 172G 182B 182F A188 P206 U206A 404 * 550	<u>MOONEY</u> <u>PIPER</u>	L-1049H M-20A J3C-65(L-4J) PA-18-125 PA-18A-135 PA-18-150 PA-18A-150 PA-19 PA-22-108 PA-22-150 PA-22-160 PA-23-160 PA-23-235 PA-24-250 PA-25-235 PA-28-140 PA-28-160
<u>CONVAIR</u>	640	<u>PIPER</u>	PA-28-180
<u>DOUGLAS</u>	DC-3C-S1C-3G C54B-DC DC-6 DC-6A DC-6B DC-7C DC-8-33 DC-8-53 DC-8-55 DC-8F-55 DC-8-63 DC-9-15 DC-9-32 DC-9-33F	<u>SIKORSKY</u> <u>STINSON</u>	PA-30 S-61 N S-62A L-5B

NETHERLANDS AIRWORTHINESS REQUIREMENTS 1987

As per April 10, 1987, the Netherlands Airworthiness Requirements consist of the following documents:

Decree LI/12111, dated July 14, 1978, and amended with decree LI/1715 of March 11, 1987, plus the following enclosures:

		<u>Introduced with decree</u>	<u>Amended with decree</u>	<u>Date</u>
1	Definitions and abbreviations FAR Part 1	LI/12111	-	14.07.78
2	Definitions and abbreviations JAR 1, including Amendment 3	LI/12111		14.07.78
3	Airworthiness Standards: Transport Category Airplanes (FAR Part 25 and special conditions) including Amendment 46	LI/13625	LI/12627	01.09.81 21.12.79
4	Joint Airworthiness Requirements Large [[airplane]], Cat. T (JAR 25) including Amendment 10	LI/12111	LI/13521 LI/12167	07.12.84 01/08.81 14.07.78
	plus 84/1		LI/13647	23.12.83
	plus 84/2		LI/11600	23.05.84
	plus 84/3		LI/12239	20.07.84
	plus 85/1		LI/13611	19.12.84
	plus 85/2		LI/5884	12.08.85
	plus 85/11		LI/8877	03.12.85
	plus 86/1		LI/2381	08.04.86
	plus 86/2		LI/4819	08.07.86
	plus 87/1		LI/906	05.02.87
			LI/2459	06.04.87
5	Airworthiness Standards: Normal, Utility and Acrobatic Category Airplanes (FAR Part 23 and special conditions) including Amendment 29, 30 and 31, 32 33	LI/12111	LI/13002	14.07.78 19.10.83
			LI/2509	29.03.85
			LI/1478	27.02.86
			LI/906	05.02.87
6	Airworthiness Standards: Transport Category Rotorcraft FAR Part 29 and special conditions) including Amendment 24	LI/12111		14.07.78
			LI/3270	24.04.85

7	Airworthiness Standards: Normal Category Rotorcraft (FAR Part 27 and special conditions) including Amendment 21	LI/12111		14.07.78
			LI/13002 LI/1756	19.10.83 05.03.85
8	FAA Interim Standards for Certification of FAR 27/29 Helicopters for IFR Operations	LI/12111		14.07.78
9	Requirements for [[airplanes]] CAT. N, used for air transportation flights	LI/12111		14.07.78
10	Joint Airworthiness requirements Sailplanes and powered Sailplanes (JAR 22) including Amendment 3 22/84/1 22/85/1 22/86/1	LI/12262		06.08.80
			LI/10717 LI/669 LI/392 LI/8018	14.03.83 28.01.85 17.01.86 06.11.86
11	Airworthiness Requirements for amateur built aircraft	LI/12111		14.07.78
12	Airworthiness Requirements for Towing Aircraft	LI/12111		14.07.78
13	Airworthiness Requirements for crop spraying aircraft	LI/12111		14.07.78
14	Reserved for Airworthiness Requirements for aircraft used for parachute jumping	-	-	-
15	Requirements for Noise Production	LI/1715		11.03.87
16	Technical Standard Orders	LI/12922		10.10.83
17	Airworthiness Requirements for non-rigid airship	LI/12262		06.08.80
18	Airworthiness Requirements for manned free balloons and Hot Air Ships (FAR 31 and BAR "Manned Free Balloons" as well as BAR Paper 696 "Hot Air Ships")	LI/11371		10.05.82
			LI/11911	23.06.82

NETHERLANDS

[[AIRPLANE]] NOISE CERTIFICATION REQUIREMENTS

(effective March 11, 1987)

1. Subsonic jet [[airplanes]] and heavy propeller-driven [[airplanes]].

1.1 Subsonic jet [[airplanes]] of over 20,000 kg maximum certificated takeoff mass, other than [[airplanes]] which require a runway length (with no stopway or clearway) of 610 m or less at maximum certificated mass for airworthiness, of a type that has been certificated in the Netherlands before (date of applicability of amendment) are excluded from import into the Netherlands unless they comply with the Standards of Chapter 2 of ICAO Annex 16, Volume I (Aircraft Noise, First Edition, 1981), on the understanding that only the maximum noise levels of paragraph 2.4.2. apply.

1.2 Two and three engined [[airplanes]], covered by paragraph 1.1 above, are also eligible for import into the Netherlands if they are "Stage 2" aircraft according to the provisions of FAR Part 36 (Noise Standards: Aircraft Type and Airworthiness Certification), as amended by Amendment 36-12, dated June 29, 1981, effective August 1, 1981.

1.3 Subsonic jet [[airplanes]] of maximum certificated takeoff mass not exceeding 20,000 kg, propeller-driven [[airplanes]] of over 5700 kg maximum certificated takeoff mass, and subsonic jet [[airplanes]] of a type that has not been certificated in the Netherlands before (date of applicability of the amendment), other than [[airplanes]] which require a runway length (with no stopway or clearway) of 610 m or less at maximum certificated mass for airworthiness, are excluded from import into the Netherlands unless:

a. they comply either with the Standards of Chapter 3 of ICAO Annex 16 Volume I (Aircraft Noise, First Edition, 1981),

b. or they are "Stage 3" aircraft according to the provisions of FAR Part 36 (Noise Standards: Aircraft Type and Airworthiness Certification) up to and including Amendment 36-12, dated June 29, 1981, effective August 1, 1981.

1.4 Those propeller-driven [[airplanes]], covered by paragraph 1.3 above, which are derived from types that have been certificated at maximum takeoff mass not exceeding 5700 kg and with passenger seating capacity of no more than 19 seats are also eligible for import into the Netherlands if they comply with the provisions of paragraph 2.1 hereunder.

2. Light propeller-driven [[airplanes]].

2.1 Propeller-driven [[airplanes]] of maximum certificated takeoff mass not exceeding 5700 kg other than those covered by [[paragraph]] 2.2, are excluded from import into the Netherlands unless they comply with the Standards of Chapter 6 of ICAO Annex 16, Volume I, (Aircraft Noise, First Edition, 1981).

2.2 Powered gliders are excluded from import into the Netherlands unless they comply with the Standards of Chapter 6 of ICAO Annex 16, on the understanding that the maximum noise levels of paragraph 6.3 are lowered by 5 dB(A).

2.3 Engine power settings for those [[airplanes]], covered by [[paragraphs]] 2.1, and 2.2 above, which are higher than the maximum power in the normal operating range but lower than the maximum takeoff power, have to be indicated on the engine instruments by a yellow arc (cautionary range). The Flight Manual shall contain a note that engine power settings above the maximum power in the normal operating range may only be applied during takeoff and in emergency.

3. Helicopters. Helicopters of a type, that has not been certificated in the Netherlands before, (date of applicability of the amendment) are excluded from import into the Netherlands unless they comply with the Standards of Chapter 8 of ICAO Annex 16, Volume I (Aircraft Noise, First Edition, 1981).

4. Exemptions.

4.1 The Director of the Aeronautical Inspection Directorate, Department of Civil Aviation (RLD) may exempt from the above provisions:

- a. [[Airplanes]], which are exclusively designed and used for aerobatic purposes or agricultural or fire fighting uses.
- b. [[Airplanes]] not satisfying the applicable requirements for noise certification when they can be equipped to these standards provided that;
 - suitable conversion equipment exists for the [[airplanes]] type in question;
 - [[airplanes]] fitted with such equipment are capable of achieving the standards required for noise certification;
 - such equipment is actually available, and the operator has ordered the equipment;and
 - the appropriate equipment must be fitted within not more than two years from the date of registration.
- c. [[Airplanes]] which are temporarily registered into the register of another State than the Netherlands, on account of hire purchase.
- d. [[Airplanes]] which replace [[airplanes]] which have been accidentally destroyed and which cannot be replaced by a comparable [[airplane]] with noise certification available on the market, provided that the registration of the replacement [[airplane]] is carried out within one year following the destruction in question; and the replacement [[airplane]] is removed from the register within two years after registration.
- e. [[Airplanes]] of historic interest.

4.2 In special cases, and under conditions to be defined, the Director of the Aeronautical Inspection Directorate, Department of Civil Aviation (RLD) may allow the application of other noise requirements provided the noise levels are at least equivalent to those required for the [[airplane]] according to the ICAO Annex 16, Volume I, Noise Standards, and on the understanding that subsonic jet [[airplanes]] and propeller-driven [[airplanes]] of over 5700 kg maximum certificated takeoff mass have to comply with the provisions of paragraph 1.1 above.

NOTE: At present, no Certificates of Airworthiness are issued for Ultra Light [[Airplanes]]. However, permission to fly without a Certificate of Airworthiness will only be granted under specified conditions.

As far as the noise emission is concerned, it is not permitted to use ultra light [[airplanes]] in the Netherlands unless the noise level measured in a full power flyover in 150 meters is below 60 dB(A). Two-seaters which are used for instruction purposes only are admitted if the noise level does not exceed 63 dB(A).